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No. 10

DEATH OF PRESIDENT W. H. HARRISON.

General William Henry Harrison, was born in Virginia, on the 10th of February, 1773. Was appointed Ensign by General Washington, in his 19th year, he advanced steadily throughout the several military grades during our two wars with England, and was finally promoted to the highest gift of a free and independant nation, on the 4th of March, 1841. On the 4th of April, one month after, the nation was called to mourn his loss. The Hero was summoned to a brighter and better world. He died as he had lived, calm and resigned. "Rest in Peace."

For the U. S. Military Magazine.

REQUIEM

To the Memory of the late President Harrison.

BY ANDREW M'MAKIN, ESQ.

Toll—toll ye the funeral bell!
A Nation mourns her son;
And a myriad hearts with anguish swell,
O'er the lost and honored one.
Yet sighs are a vain employ
To light again his brow;—
Could tears of grief death's power destroy
He had not triumph'd now.

Raise—raise the requiem strain!
To the star-lit welkin dome:
The brave and good to his rest is lain,
And his soul hath sought its home.
No common loss ye know,
For the grief of a transient day;
But long shall the heart's best tear-drops flow
Ere its memory's pass'd away.

Weave—weave for his bier a wreath!
From the buds of the early spring;
Let the sweetest flowers of his native heath
Their fragrance o'er him fling—
And the laurel too entwine,
Where his sacred Urn ye rear;
'Tis a fitting bough for the victor's shrine
And the Statesman's hallow'd bier.

BY ANN S. STEVENS.

Death sitteth in the Capitol! His sable wing
Hung its black shadow o'er a country's hope,
And lo! a nation bendeth down in tears.
A few short weeks and all was jubilee—

The air was musical with happy sounds—
The future full of promise—joyous smiles
Beam'd on each freeman's face, and lighted up
The gentle eye of beauty.
The Hero came—a noble good old man—
Strong in the wealth of his high purposes.
Age sat upon him with a gentle grace,
Giving unto his manhood dignity,
Imbuing it with pure and lofty thoughts
As pictures own their mellow hues to time.
He stood before the people. Their's had been
The vigor of his youth, his manhood's strength
And now his green old age was yielded up
To answer their behest.
Thousands had gathered round that marble dome
Silent and motionless in their deep reverence,
Save when there gushed the heaving throb
And low tumultuous breath of patriot hearts
Surcharg'd with grateful joy. The mighty dead
Bent gently o'er him with spirit wings,
As solemnly he took the earthly state
Which flung its purple o'er his path to Heaven.
The oath was said, and then one mighty pulse
Seem'd throbbing through the multitude,—
Faces were lifted upwards and a prayer
Of deep thanksgiving wing'd that vow to Heaven.
In Heaven the Hero answered it.
Time slept on flowers and lent his Glass to Hope—
One little month his golden sands had sped
When, mingling with the music of our joy,
Arose and swell'd a low funeral strain,
So sad and mournful, that a nation heard
And trembled as she wept.

Darkness is o'er the land,
For lo! a death flag streams o'er the breezes,—
The Hero hath departed!
Nay, let us weep, our grief hath need of tears—
Tears should embalm the dead, and there is one,
A gentle woman, with her clinging love,
Who wrung her heart that she might give him up
To his high destiny. Tears are for her—
She lingers yet among her household gods
And knoweth not how low her heart is laid.
From battle fields where strife was fiercely waged
And human blood drops fell a crimson rain,
He had returned to her. God help thee, Lady,
Look not for him now!
Thron'd in a nation's love he sunk to sleep,
And so awoke in Heaven.

For the U. S. Military Magazine,

Battle of the Bon Homme Richard and the Serapis.

BY GEO. L. CURRY,—BOSTON.

Sharp lightning flashes o'er the main,
 Deep thunder echoes loud,
 But not the lightning of the storm,
 Nor thunder of the cloud;—
 Two gallant ships have met in strife,
 The strife of deadly hate,
 Destruction clamours for her prey
 Around the scales of fate.

The Bon Homme Richard cleaved his way
 The trackless ocean through,
 The stars and stripes were waving proud
 Above his gallant crew.
 How dared the foeman cross his path?
 His anger is like death!
 The dreadful spirit of fierce war,
 Breathes in his sulphury breath.

In full defiance, on her foe,
 Bore down the Serapis,
 But little had she thought to meet
 Reception such as this;
 Her decks are covered with her slain;
 Her scuppers run with blood;
 Wo, wo to England's storied fame
 Upon that crimsoned flood.

Upon the Richard's quarter stands,
 Brave Jones with flashing eyes,
 The spirit of the man is roused,
 He conquers there or dies;—
 His voice is heard above the din,
 Encouraging his men,
 Hurrah! hurrah! the *Eagle* dares
 The *Lion* in his den.

Stand to your guns, ye free-born hearts!
 Though death wing every ball,
 In such a holy cause of war,
 'Tis glorious to fall!
 Fight on! fight on Columbia's sons!
 Your flag is flying free,
 Catch courage from its charms and strike
 For home and liberty.

The sun went down upon that fight,
 And night its mantle spread,
 To veil the horrors of a scene
 That mercy's spirit fled;—

Yet still those gallant vessels fought,
 As fiercely as before;
 Their broadsides roared as loud and fast,
 As freely flowed the gore.

At length they close and grapple strong,—
 The strife seems but begun,
 For hand to hand and foot to foot
 The conquest must be won.
 Ye fearless freemen! one more blow
 For triumph or the grave;
 Now valiant men of England, win
 This battle of the brave.

Then gave the Richard loud command,
 "Boarders away and board,"
 And quick into the Serapis
 A heavy broadside poured;
 Then was the rush—the wild hurrah—
 The crash of musketry—
 The cutlass—clashing and the shriek
 Of human agony.

The ocean trembles to its depths,
 Its yeasty waves divide;—
 What earthquake-power thus hath come
 The warfare to decide?
 Alas the Richard's sinking fast,
 That fortress of the wave!
 Just as his crew did board the foe,
 He sought his glorious grave.

The moon is up, and sweetly shines,
 Upon the blood stained sea;—
 Is there no rescue for the brave?
 No succor for the free?
 The combat slackens, the result
 I fear, yet fain would know,
 But war's white canopy conceals
 The awful scene of wo.

A peaceful quiet's on the deep,
 And by the moonlight see
 Old England's flag, all torn, beneath
 The banner of the free.
 That victor-banner still waves high,
 And under it still glow,
 As gallant hearts as triumphed o'er
 This brave and noble foe.

BATTLE OF PLATTSBURG BAY.

SEPTEMBER 11th, 1814.

Although Lake Champlain had been the scene of so many important events, in the previous wars of the continent, the country had so far advanced as to render it, until near the close of 1814, of but little moment, in the present contest. By that time, large reinforcements had arrived in the Canadas, from Europe, and an army was collected in the vicinity of Montreal, that has been differently estimated to contain from ten to fifteen thousand men. With this force, the enemy now contemplated an invasion of the northern and least populous counties of New-York, following the route laid down for Gen. Burgoyne, in his unfortunate expedition of 1777. In such an expedition, the command of Champlain became of great importance, as it flanked the march of the invading army for more than a hundred miles, and offered so many facilities for forwarding supplies, as well as for annoyance and defence. Until this season, neither nation had a force of any moment on that water, but the Americans had built a ship and a schooner, during the winter and spring; and when it was found that the enemy was prepared for a serious effort, the keel of a brig was laid. Many galleys, or gun-boats, were also constructed.

On the other hand, the English were not idle. In addition to the small vessels they had possessed the previous year, they built a brig, and as soon as the last American vessel was in frame, they laid the keel of a ship. By constructing the latter, a great advantage was secured, care being taken, as a matter of course, to make her of a size sufficient to be certain of possessing the greatest force. The American brig, which was called the *Eagle*, was launched about the middle of August; and the English ship, which was named the *Confiance*, on the 25th of the same month. As the English army was already collecting on the frontier, the utmost exertions were now made by both sides, and each appeared on the lake as it got ready. Capt. M'Donough, who still commanded the American force, was enabled to get out a few days before his adversary; and cruising being almost out of the question on this long and narrow body of water, he advanced as far as Plattsburg, the point selected for the defence, and anchored, the 3d of September, on the flank of the troops which occupied the intrenchments at that place.*

About this time, Sir George Prevost, the English commander-in-chief, advanced against Plattsburg, then held by Brig. Gen. M'Comb, at the head of only 1500 effectives, with a force that probably amounted to 12,000 men. The English army was divided into four brigades, which were led by Lieut. Gen. de Rottenburg, Majors General Brisbane, Power and Robinson; Major Gen. Baynes doing the duty of Adj. General. With this formidable force, Sir George Pre-

vost advanced slowly, waiting for the flotilla to get ready, and to appear on his left flank. A good deal of skirmishing ensued, and from the 7th to the 11th, the enemy was employed in bringing up his battering train, stores and reinforcements. Capt. Downie, late of the Montreal, on Lake Ontario, had been sent by Sir James Yeo, to command on this lake. It has been said that he was hurried into action by the pressing solicitations of the Governor-General, but in the course of a newspaper controversy that succeeded, the latter caused a letter of the commanding naval officer to be published, in which Capt. Downie, but a few days before the conflict, announced his determination not to go out until his vessels were ready. In one sense, certainly, neither squadron was in a very prepared state, the largest English vessel having been in the water but 16 days, when it was brought into action; and the second vessel in size of the Americans but 30 days. In point of fact, the *Eagle* was ready for service but 8 days before the *Confiance*. As these vessels, however, had little need of stores, and the action that ensued was fought at anchor, they were, in truth, a species of floating batteries.

On the 6th, Capt. M'Donough ordered the galleys to the head of the bay, to annoy the English army, and a cannonading occurred which lasted two hours. The wind coming on to blow a gale that menaced the galleys with shipwreck, Mr. Duncan, a midshipman of the *Saratoga*, was sent in a gig to order them to retire. It is supposed that the appearance of the boat induced the enemy to think that Capt. M'Donough himself, had joined his galleys, for he concentrated a fire on the galley Mr. Duncan was in, and that young officer received a severe wound, by which he lost the use of an arm. Afterwards one of the galleys drifted in, under the guns of the enemy, and she also sustained some loss, but was eventually brought off.

The general direction of Lake Champlain is north and south, but at the point called Cumberland Head, in coming south, the land bends north again, forming Plattsburg Bay, which is a deep indentation of the shore that leaves a basin open to the southward, and which, in form, consequently lies nearly parallel to the main lake. The east side of this bay is protected by the long narrow bit of land that terminates in the Head. Its bottom, or northern end, and its western shore, are encircled by the main, while to the southward and eastward is the entrance. Near the centre of the western shore the Saranac empties into the bay, and on both its banks stands the village of Plattsburg. About half a league from the Head, in a south-westerly direction, and quite near the western shore, is an extensive shoal, and a small low island, which commands the approach to the bay in that direction. At this spot, which is called Crab Island, the naval hospital was established, and a small battery of one gun erected.

Capt. M'Donough had chosen an anchorage a little to the

*Previously to this, the enemy made an abortive attempt to sink a vessel in the Otter, to prevent the Americans from getting out, but was beaten off.

south of the outlet of the Saranac for his position. His vessels lay in a line parallel to the coast, extending north and south, and distant from the western shore near two miles. The last vessel at the southward was so near the shoal, as to prevent the English from passing that end of the line, while all the ships lay so far out towards Cumberland Head, as to bring the enemy within reach of carronades, should he enter the bay on that side. The *Eagle*, Capt. Henley, lay at the northern extremity of the American line, and what might, during the battle, have been called its head, the wind being at the northward and eastward; the *Saratoga*, Capt. M'Donough's own vessel, second; the *Ticonderoga*, Lieut. Com. Cassin, third; and the *Preble*, Lieut. Charles Budd, last. The *Preble* lay a little farther south than the pitch of Cumberland Head. The first of these vessels just mentioned was a brig of 20 guns, and 150 men, all told; the second a ship of 26 guns, and 212 men; the third a schooner of 17 guns and 110 men; the last a sloop, or cutter, of 7 guns and 30 men. The metal of all these vessels, as well as those of the enemy, was unusually heavy, there being no swell in the lake to render it dangerous. The *Saratoga* mounted 8 long twenty-fours, 6 forty-twos, and 12 thirty-two pound carronades; the *Eagle* 8 long eighteens and 12 thirty-two pound carronades; the *Ticonderoga* 4 long eighteens, 8 long twelves, and 4 thirty-two pound carronades, and one eighteen pound columbiad; the *Preble* 7 long nines. In addition to these four vessels, the Americans had 10 galleys, or gun-boats, six large and four small. Each of the former mounted a long twenty-four, and an eighteen pound columbiad; each of the latter one long twelve. The galleys, on an average, had about 35 men each. The total force of the Americans present consisted, consequently, of 14 vessels, mounting 102 guns, and containing about 850 men including officers, and a small detachment of soldiers, who did duty as marines, none of the corps having been sent on Lake Champlain. To complete this order of battle, Capt. M'Donough directed two of the galleys to keep in shore of the *Eagle*, and a little to windward of her, to sustain the head of the line; one or two more to lie opposite to the interval between the *Eagle* and *Saratoga*; a few opposite to the interval between the *Saratoga* and *Ticonderoga*; and two or three opposite the interval between the *Ticonderoga* and *Preble*. If any order had been given to cover the rear of the line in the same manner, it was not obeyed.

The Americans were, consequently, formed in two lines, distant from each other about 40 yards; the large vessels at anchor, and the galleys under their sweeps. Owing to the latter circumstance, the inner line soon got to be very irregular, however, some of the galleys pressing boldly forward, while others were less impelled by the ardour of their commanders.

The known force of the enemy was materially greater than that of the Americans. His largest vessel, the *Confiance*, commanded by Capt. Downie in person, had the gun-deck of a heavy frigate, mounting on it an armament similar to that of the *Constitution* or *United States*, or 30 long twenty-fours. She had no spar-deck, but there was a spacious top-gallant fore-castle, and a short poop that came no farther forward than the mizzen-mast. On the first were a

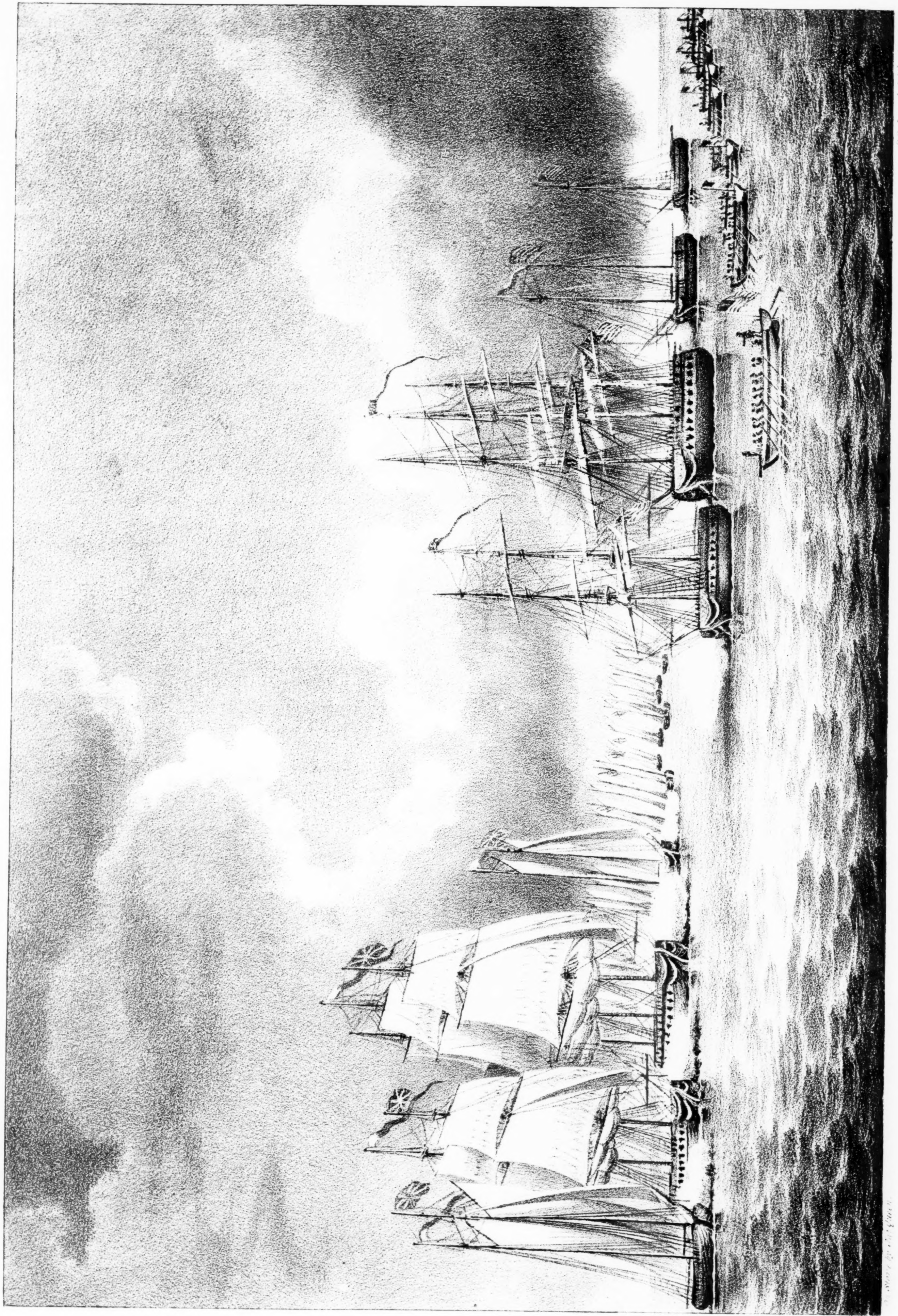
long twenty-four on a circle, and 4 heavy carronades; and on the last 2 heavy carronades, making an armament of 37 guns in all.* Her complement of men is supposed to have been considerably more than 300. The next vessel of the enemy was the *Linnet*, Capt. Pring, a brig of 16 long twelves, with a crew of about 100 men. There were two sloops, the *Chubb*, Lieut. M'Ghee, and the *Finch*, Lieut. Hicks, the former carrying 10 eighteen pound carronades and 1 long six, and the latter 6 eighteen pound carronades, 1 eighteen pound columbiad, and 4 long sixes. Each of these sloops had about 40 men. To these four vessels were added a force in galleys, or gun-boats, which Sir George Prevost, in his published accounts, states at twelve in number, and Capt. M'Donough at thirteen. These vessels were similarly constructed to the American galleys, eight mounting two, and the remainder but one gun each. Thus the whole force of Capt. Downie consisted of sixteen or seventeen vessels, as the case may have been, mounting in all, 115 or 116 guns, and carrying about 1000 men.

On the 3d of September, the British gun-boats sailed from Isle aux Noix, to cover the left flank of their army, then marching on Plattsburg, under the orders of Capt. Pring, and on the 4th that officer took possession of Isle au Motte, where he constructed a battery, and landed some supplies for the troops. On the 8th, the four larger vessels arrived under Capt. Downie, but remained at anchor until the 11th, waiting to receive some necessaries. At day-light, on the morning just mentioned, the whole force weighed, and moved forward in a body.

The guard-boat of the Americans pulled in shortly after the sun had risen, and announced the approach of the enemy. As the wind was fair, a good working breeze at the northward and eastward, Capt. M'Donough ordered the vessels cleared, and preparations made to fight at anchor. Eight bells were striking in the American squadron, as the upper sails of the English vessels were seen passing along the land, in the main lake, on their way to double Cumberland Head, in order to enter the bay. The enemy had the wind rather on his larboard quarter, the booms of his cutters swinging out to starboard. The *Finch* led, succeeded by the *Confiance*, *Linnet* and *Chubb*, while the gun-boats, all of which, as well as those of the Americans, had two latine sails, followed without much order, keeping just clear of the shore.

The first vessel that came round the Head was a sloop, which is said to have carried a company of amateurs, and which took no part in the engagement. She kept well to leeward, stood down towards Crab Island, and was

* This statement is different from the published account of Capt. M'Donough, who made the force of the *Confiance* 39 guns, of calibres varying a little from those given here. There were 39 guns on board the *Confiance*, but two of them were not mounted, or intended to be mounted. Capt. M'Donough's report was probably made on the representation of some one who had not probably examined the English ship. That given here is taken from an officer who was on board the *Confiance* within ten minutes after the *Linnet* struck, and who was in charge of her for two months.



BATTLE OF PLATTSBURG BAY, M'DONOUGH'S VICTORY.

Sept. 11th 1814.

Engraved from a drawing by the late Commodore M'Donough, of the British District of Plattsburgh.

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soon unobserved.* The Finch came next, and soon after the other large vessels of the enemy opened from behind the land, and hauled up to the wind in a line abreast, lying-to until their galleys could join. The latter passed to leeward, and formed in the same manner as their consorts. The two squadrons were now in plain view of each other, distant about a league. As soon as their gun-boats were in their stations, and the different commanders had received their orders, the English filled, with their starboard tacks aboard, and headed in towards the American vessels, in a line abreast, the Chubb to windward, and the Finch to leeward, most of the gun-boats, however, being to leeward of the latter. The movements of the Finch had been a little singular, ever since she led round the Head, for she is said not to have hove-to, but to have run off, half way to Crab Island with the wind abeam, then to have tacked and got into her station, after the other vessels had filled. This movement was probably intended to reconnoitre, or to menace the rear of the Americans. The enemy was now standing in, close hauled, the Chubb looking well to windward of the Eagle, the vessel that lay at the head of the American line, the Linnet laying her course for the bows of the same brig, the Confiance intending to fetch far enough ahead of the Saratoga to lay that ship athwart hawse, and the Finch, with the gun-boats, standing for the Ticonderoga and Preble.

Capt. M'Donough had taken his anchorage with the eye of a seaman. As has been mentioned, his line could not be doubled on account of the shoal, there was not room to anchor on his broadside out of reach of the carronades, that formed so large a portion of his armaments, and in order to close, it was necessary, let the wind blow as it might, to stand in upon his vessels, bows on. Though the latter was an experiment not to be rashly attempted, the English, accustomed to see it succeed in their European conflicts, did not hesitate to adopt it, on this occasion, most probably presuming on their knowledge of the large proportion of short guns, in the vessels of their adversaries.

As a matter of course, the Americans were anchored with springs. But not content with this customary arrangement, Capt. M'Donough had laid a kedge broad off on each bow of the Saratoga, and brought their hawsers in, upon the quarters, letting them hang in bights, under water. This timely precaution gained the victory.

As the enemy filled, the American vessels sprung their broadsides to bear, and a few minutes passed in the solemn and silent expectation, that, in a disciplined ship, always preceeds a battle. Suddenly the Eagle discharged, in quick succession, the four long eighteens in broadside. In clearing the decks of the Saratoga, some hen-coops were thrown overboard, and the poultry had been permitted to run at large. Startled by the reports of the guns, a young cock flew upon a gun slide, clapped his wings and crowed. At

* As the character of this vessel was not at first known, it is not impossible that Capt. M'Donough mistook her for one of the gun-boats, more especially as she is said to have subsequently fled with them, which would account for the fact of his stating the latter at one more than Sir George Prevost, who doubtless had an accurate knowledge of Capt. Downie's force.

this animated sound, the men spontaneously gave three cheers. This little occurrence relieved the usual breathing time, between preparation and the combat, and it had a powerful influence on the known tendencies of the seamen. Still Capt. M'Donough did not give the order to commence, although the enemy's galleys now opened, for it was apparent that the fire of the Eagle, which vessel continued to engage, was useless. As soon, however, as it was seen that her shot told, Capt. M'Donough, himself, sighted a long twenty-four, and the gun was fired. This shot is said to have struck the Confiance near the outer hawse-hole, and to have passed the length of her deck, killing and wounding several men, and carrying away the wheel. It was a signal for all the American long guns to open, and it was soon seen that the English commanding ship, in particular, was suffering heavily. Still the enemy advanced steadily, and in the most gallant manner, confident if he got the desired position with his vessels, that the great weight of the Confiance would at once decide the fate of the day. But he had miscalculated his own powers of endurance, and not improbably those of annoyance possessed by the Americans. The anchors of the Confiance were hanging by the stoppers, in readiness to let go, and the larboard bower was soon cut away, as well as a spare anchor in the larboard fore-chains. In short, after bearing the fire of the American vessels as long as possible, and the wind beginning to baffle, Capt. Downie found himself reduced to the necessity of anchoring while still at the distance of about a quarter of a mile from the American line. The helm was put a-port, the ship shot into the wind, and a kedge was let go, while the vessel took a sheer, and brought up with her starboard bower. In doing the latter, however, the kedge was fouled and became of no use. In coming to, her halyards were let run, and she hauled up her courses. At this time the Linnet and Chubb were still standing in, farther to windward and the former, as her guns bore, fired a broadside at the Saratoga. The Linnet soon after anchored, somewhat nearer than the Confiance, getting a very favourable position forward of the Eagle's beam. The Chubb kept under way, intending if possible, to rake the American line. The Finch got abreast of the Ticonderoga, under her sweeps, supported by the gun-boats.

The English vessels came-to in very handsome style, nor did the Confiance fire a single gun until secured, although the entire American line, was now engaged with all its force. As soon as Capt. Downie had performed this duty, in a seaman-like manner, his ship appeared a sheet of fire, discharging all her guns at nearly the same instant, pointed principally at the Saratoga. The effect of a broadside, thrown from 16 long twenty-fours, double shot, in perfectly smooth water, with guns levelled to point blank range, and coolly sighted, was terrible in the little ship that received it. After the crash had subsided, Capt. M'Donough saw that near half his crew was on the deck, for many had been knocked down who sustained no real injuries. It is supposed, however, that about 40 men, or near one-fifth of her complement, were killed and wounded on board the Saratoga, by this single discharge. The hatches had been fastened down, as usual, but the bodies so cumbered the

deck, that it was found necessary to remove the fastenings and to pass them below. The effect continued but a moment, when the ship resumed her fire as gallantly as ever. Among the slain, however, was Mr. Peter Gamble, the first lieutenant.* By this early loss, but one officer of that rank Act. Lieut. Vallette, was left in the Saratoga.

On the part of the principal vessels, the battle now became a steady, animated, but as guns were injured, a gradually decreasing cannonade. Still the character of the battle was relieved by several little incidents that merited notice. The Chubb, while manœuvring near the head of the American line, received a broadside from the Eagle that crippled her, and she drifted down between the opposing vessels, until near the Saratoga, which ship fired a shot into her, and she immediately struck. Mr. Platt, one of the Saratoga's midshipmen, was sent with a boat to take possession. This young officer threw the prize a line, and towed her down astern of the Saratoga, and in-shore, anchoring her near the mouth of the Saranac. This little success occurred within a quarter of an hour after the enemy had anchored, and was considered a favourable omen, though all well knew that on the Confiance alone depended the fate of the day. The Chubb had suffered materially, nearly half of her people having been killed and wounded.

About an hour later, the Finch was also driven out of her berth, by the Ticonderoga, and being crippled she drifted down upon Crab Island Shoal, where, receiving a shot or two from the gun mounted in the battery, she struck, and was taken possession of by the invalids belonging to the hospital. At this end of the line, the British galleys early made several desperate efforts to close, and soon after the Finch had drifted away, they forced the Preble out of the American line, this vessel cutting her cable, and shifting her anchorage to a station considerably in-shore, where she was of no more service throughout the day. The rear of the American line was certainly its weakest point; and having compelled the little Preble to retreat, the enemy's galleys were emboldened to renew their efforts against the vessel ahead of her, which was the Ticonderoga. This schooner, however, was better able to resist them, and she was very nobly fought. Her spirited commander, Lieut. Com. Cassin, walked the taffrail, where he could watch the movements of the enemy's galleys, amidst showers of canister and grape, directing discharges of bags of musket balls, and other light missels, that had the effect of keeping the British effectually at bay. Several times the English galleys, of which many were very gallantly fought, closed quite near, with an evident intent to board, but the great steadiness on board the Ticonderoga beat them back, and completely covered the rear of the line for the remainder of the day. So desperate were some of the assaults, notwithstanding, that the galleys have been

* This young officer was on his knees sighting the bow gun, when a shot entered the port, split the quoin, drove a portion of it against his breast, and laid him dead on the deck without breaking his skin. Fifteen minutes later, one of the American shot struck the muzzle of a twenty-four, on board the Confiance, dismounted it, sending it bodily in-board, against the groin of Capt. Downie, killing him, also, without breaking the skin.

described as several times getting nearly within a boat hook's length of the schooner.

While these reverses and successes were occurring in the rear of the two lines, the Americans were suffering heavily at the other extremity. The Linnet had got a very commanding position, and she was very admirably fought; while the Eagle, which received all her fire, and part of that of the Confiance, having lost her springs, found herself so situated, as not to be able to bring her guns fairly to bear on either of the enemy's vessels. Capt. Henley had run his topsail-yards, with the sails stopped, to the mast heads, previously to engaging, and he now cut his cable, sheeted home his topsails, cast the brig, and running down, anchored by the stern, between the Saratoga and Ticonderoga, necessarily a little in-shore of both. Here he opened afresh, and with better effect, on the Confiance and galleys, using his larboard guns. But this movement left the Saratoga exposed to nearly the whole fire of the Linnet, which brig now sprung her broadside in a manner to rake the American ship on her bows.

Shortly after this important change had occurred at the head of the lines, the fire of the two ships began materially to lessen, as gun after gun became disabled; the Saratoga, in particular, having had all her long pieces rendered useless by shot, while most of the carronades were dismounted either in the same manner, or in consequence of a disposition in the men to overcharge them.* At length but a single carronade remained in the starboard batteries, and on firing it, the naval bolt broke, the gun flew off the carriage, and it actually fell down the main hatch. By this accident, the American commanding ship was left in the middle of the battle, without a single available gun. Nothing remained, but to make an immediate attempt to wind the ship.

A stream anchor was suspended astern, and it was let go accordingly. The men then clapped on the hawser that led to the starboard quarter, and brought the ship's stern up over the kedge, but here she hung, there not being sufficient wind, or current, to force her bows round. A line had been bent to a bight in the stream cable, with a view to help wind the ship, and she now rode by the kedge and this line, with her stern under the raking broadside of the Linnet, which brig kept up a steady and well-directed fire. The larboard batteries having been manned and got ready, Capt. M'Donough ordered all the men from the guns, where they were uselessly suffering, telling them to go forward. By rousing on the line, the ship was at length got so far round, that the aftermost gun would bear on the Confiance, when it was instantly manned, and began to play. The next gun was used in the same manner, but it was soon apparent that the ship could be got no farther round, for she was now nearly end on to the wind. At this critical moment, Mr. Brum, the master, bethought him of the haw-

* The want of officers was greatly felt in this particular. In some instances the seamen would put two round shot, and two stand of grape into a carronade, the end of the last stand sticking out of the muzzle. In consequence of this mistaken zeal, much less execution was done, besides crippling the heated guns, the enemy's sides being found full of shot that had lodged.

ser that had led to the larboard quarter. It was got forward under the bows, and passed aft to the starboard quarter, when the ship's stern was immediately sprung to the westward, so as to bring all her larboard guns to bear on the English ship, with fatal effect.

As soon as the preparations were made to wind the *Saratoga*, the *Confiance* attempted to perform the same evolution. Her springs were hauled on, but they merely forced the ship ahead, and having borne the fresh broadside of the Americans, until she had scarcely a gun with which to return the fire, and failing in all her efforts to get round, about two hours and a quarter after the commencement of the action, her commanding officer lowered his flag. By hauling again upon the starboard hawser, the *Saratoga's* broadsides was immediately sprung to bear on the *Linnet*, which brig struck in about fifteen minutes after her consort. At this moment, the enemy's galleys had been driven back, nearly, or quite half a mile, and they lay irregularly scattered, and setting to leeward, keeping up a desultory firing. As soon as they found that the large vessels had submitted, they ceased the combat, and lowered their colours. At this proud moment, it is believed, on authority entitled to the highest respect, there was not a single English ensign, out of sixteen, or seventeen, that had so lately been flying, left abroad in the bay!

In this long and bloody conflict, the *Saratoga* had 28 men killed, and 29 wounded, or more than a fourth of all on board her; the *Eagle* 13 killed, and 20 wounded, which was sustaining a loss in nearly an equal proportion; the *Ticonderoga* 6 killed, and 6 wounded; the *Preble* 2 killed; while on board the 10 galleys, only 3 were killed, and 3 wounded. The *Saratoga* was hulled fifty-five times, principally by twenty-four-pound shot; and the *Eagle* thirty-nine times. After the first broadside of the *Confiance*, the fire of that ship became much less destructive, the shot passing higher at each successive discharge. Nearly all the hammocks were cut to pieces in the *Saratoga's* netting at the second broadside; and it was seen, as the battle advanced, that the shot cut the standing rigging farther from the deck. Few persons were hurt by any thing but grape, or by the shot of the *Linnet*, after the first fire.

According to the report of Capt. Pring, of the *Linnet*, dated on the 12th of September, the *Confiance* lost 41 killed, and 40 wounded. It was admitted, however, that no good opportunity had then existed to ascertain the casualties. At a later day, the English themselves enumerated her wounded at 83. This would make the total loss of that ship 124; but even this number is supposed to be materially short of the truth. The *Linnet* is reported to have had 10 killed, and 14 wounded. This loss is also believed to be considerably below the fact. The *Chubb* had 6 killed, and 10 wounded. The *Finch* was reported by the enemy, to have had but 2 men wounded. No American official report of the casualties in the English vessels has been published, but by an estimate made on the best data that could be found, the *Linnet* was thought to have lost 50 men, and the two smaller vessels taken, about 30 between them. No account, whatever, has been published of the casualties on

board the English galleys, though the slaughter in them is believed to have been very heavy. An impression has prevailed with the public, that these galleys did not support their commander, but in the American fleet, they were thought to have conducted with great gallantry, and to have fully sustained their share of the battle. They are also believed to have suffered in a just proportion, from the fire of the *Ticonderoga*, in particular.

As soon as the *Linnet* struck, a lieutenant was sent to take possession of the *Confiance*. Bad as was the situation of the *Saratoga*, that of this prize was much worse. She had been hulled 105 times; had probably near, if not quite, half her people killed and wounded; and this formidable floating battery was reduced to helpless impotency. She had not been surrendered a moment too soon.

As the boarding officer was passing along the deck of the prize, he accidentally ran against a lock-string, and fired one of the *Confiance's* starboard guns, which sent its shot in the direction of Cumberland Head. Up to this moment, the English galleys had been slowly drifting to leeward, with their colours down, apparently waiting to be taken possession of, but at the discharge of this gun, which may have been understood as a signal, one or two of them began to move slowly off, and soon after the others followed, pulling but a very few sweeps. It is not known that one of them hoisted her ensign. Capt. M'Donough made a signal for the American galleys to follow, but it was discovered that their men were wanted at the pumps of some of the larger vessels, to keep them from sinking, the water being found over the berth-deck of the *Linnet*, and the signal was revoked. As there was not a mast that would bear any canvass among all the larger vessels, the English galleys escaped, though they went off at first slowly and irregularly, as if distrusting their own liberty.

There was a common feeling of admiration at the manner in which the *Ticonderoga*, Lieut. Com. Cassin, defended the rear of the line, and the noble conduct of all on board her. Once or twice the nearest vessels thought that schooner in flames, in consequence of the awful rapidity of her fire.

The *Saratoga* was twice on fire by hot shot thrown from the *Confiance*, her spanker having been nearly consumed. This fact has been denied, or the shot attributed to the batteries on the shore; but never by any respectable authority. No battery from the American shore, with the exception of the gun or two fired at the *Finch* from Crab Island, took any part in the naval encounter; nor could any, without endangering the American vessels equally with the enemy. Indeed the distance rendered it questionable whether shot would have reached with effect, as Capt. M'Donough had anchored far off the land, in order to compel the enemy to come within range of his short guns.

The Americans found a furnace on board the *Confiance*, with eight or ten heated shot in it, though the fact is not stated with any view to attribute it to the enemy as a fault. It was an advantage that he possessed, most probably, in consequence of the presence of a party of artilleryists.

Cooper's Nav. Hist.

Uniform and Dress of U. S. Infantry.

Coat—Dark blue cloth, double breasted, two rows of buttons, ten in each row at equal distances; the distance between the rows four inches at top and two in. at bottom, measuring from centres or eyes of the buttons; standing collar, to meet in front with hooks and eyes, and to rise no higher than to permit the free turning of the chin over it; two loops, $4\frac{1}{2}$ inches long on each side of the collar, with one small uniform button at the end of each loop; the collar edged all round with white kerseymere. Lining to be white serge; turnbacks and skirt lining of white kerseymere, skirt ornament silver embroidered bugle; the lace to be silver.

Epaulettes—Plain lace straps and solid crescent; bullion $\frac{1}{4}$ inch diameter and $2\frac{1}{2}$ inches deep; regimental number on the strap to be gold embroidered where the bullion is silver.

Buttons—Silver plated, convex; 7-8 inches in diameter; device a spread Eagle with shield, bearing the letter I.

Cap—Black beaver, $7\frac{1}{2}$ inches deep, with lackered sunk tip $7\frac{1}{2}$ inches diameter, with a band of black patent leather to encircle the bottom of the cap; black patent leather peak. Ornaments are a silver bugle with number of regiment, surmounted with gilt Eagle, as at present worn.

Plume—White cock feathers falling from an upright

stem eight inches long, with a gilt socket.

Trowsers—From 1st of October to 30th of April, light blue mixture cloth, producing the effect of sky blue, to come well down over the boots; white kerseymere stripe down the outer seam, $1\frac{1}{2}$ inch wide, and welted at the edges. From 1st of May to 30th of September, white linen or cotton.

Boots—Ankle or Jefferson.

Spurs,

Sword and Scabbard,

Sword-knot,

Shoulder-belt and plate,

Sash,

Stock and Gloves.

} Same as for the Artillery.

Frock-Coat—Dark blue cloth single breasted; with not less than 8 nor more than 10 large regimental buttons down the front, at equal distances—two smaller buttons at the fastenings of the cuff; plain standup collar; two large buttons at each pocket skirt, one of which at the hip, the other at the bottom of the fold of the pocket, making four buttons behind—lining of the coat blue.

Cloak—Blue, lined with white shalloon, walking length; clasp ornaments at button of collar, gilt Eagle with chain.

Forage Cap—According to pattern in clothing bureau.

Calling out of the Militia for the service of the United States.

Whenever detachments of militia are called into the service of the United States, by any officer authorized to make such call, the number of officers, non-commissioned officers, and privates, will be stated in the requisition, and the proportions between them will be the same as is prescribed by the act of Congress. Requisitions will never be made for companies, regiments, or brigades.

Such detachments as are called or received into the service of the United States, will be *mustered* before they shall be considered in service, by an Inspector-General, or some other officer of the regular army, to be designated by the officer requiring such militia aid.

It shall be the duty of the officer designated, to muster and inspect militia detachments, to organize them into companies, battalions, and regiments, and to forward muster rolls of each company, and of the field and staff of each organized regiment, *direct* to the Adjutant-General of the army, Washington; and he will also immediately forward a consolidated return, by regiments and corps, of the force so received into service, for the information of the War Department.

Officers charged with the duty of mustering militia, properly ordered into the service of the United States, preparatory to payment, will take care that the muster rolls contain

all the information that may in any way affect their pay: the distance from the place of residence to the places of rendezvous or organization, and the date of arrival, must be stated in each case; the date and place of discharge, and the distance thence to the place of residence; all stoppages for articles furnished by the government, must be noted on the rolls, and in cases of absence at the time of discharge of the company, the cause of absence must be stated. When the necessary information cannot be obtained, the mustering officer will state the cause, otherwise he will be held accountable for the defect.

No general staff officers will be mustered or received into service, except such general officers, with their aids-de-camp, as may be required to complete the organization of brigades or divisions, where the strength of the detachments renders such organization necessary.

All supernumerary officers will be rejected, and the organization of each detachment will correspond with the acts of Congress regulating the militia.

Payments will, in all cases, be made by the Paymasters of the regular army, and only upon rolls which shall have previously been submitted to the Paymaster-General, and found by him to be in conformity with law, and the regulations of the department.



CAPTAIN.

as drawn by F. Smith

UNITED STATES INFANTRY.

FULL DRESS.



From life on stone by A. Rodlner.

J. S. Durat. Lith Phila.

U.S. Military Magazine.

Major Genl Winfield Scott.

Army & Navy, Vol. 252

TO THE OFFICERS & SOLDIERS OF THE U.S. ARMY.

This plate is most respectfully dedicated

by Huddy & Durat.

Printed and Published by Huddy & Durat, in the City Office of the District Court of the Eastern District of Pennsylvania.